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AIRCRAFT CIRCULARS  
NATIONAL ADVISORY COMMITTEE FOR AERONAUTICS

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No. 66

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FOCKE-WULF A 17 COMMERCIAL AIRPLANE "MÖWE" (GERMAN)

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FOCKE-WULF A 17 COMMERCIAL AIRPLANE "MÖWE."\*

It is probably known that the Focke-Wulf Airplane Construction Company has always laid the greatest weight on the economical aspects of its airplanes, both as regards their low production cost and their large-carrying capacity. The extraordinary success in these respects attained with their small commercial airplanes, demonstrated that, in the pursuit of this principle, the company was on the right road. It was therefore a matter-of-course, as well as a gratifying fact, that it remained true to this principle in its latest production, the "Möwe," which is an airplane of the greatest economy and has been put on the market at a relatively low price. It is a well-established fact that the profitableness of air traffic is destined to play a decisive role in its development. For the attainment of this goal, it is extremely important to keep the amount of capital invested in the flying stock as low as possible consistent with efficient service.

The "Möwe" is the first large commercial airplane built by the Focke-Wulf company. It is equipped with a 420 HP. Jupiter engine and carries ten persons.

Like all F-W commercial airplanes, it is a high-wing mono-

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\*From a circular issued by the Focke-Wulf Airplane Construction Company.



plane, in which, however, the fuselage has a steel-tubing framework. The engine can be removed by loosening four bolts which secure the engine bearer to the four main longerons of the fuselage. In addition to a fire wall, there is a fire-extinguishing system operated from the pilot room.

The spacious pilot room conveniently accommodates two pilots, who readily reach their seats through a door in the front end of the passenger cabin. They have excellent visibility both forward and laterally and are fully protected by windshields. The disconnectable dual control for the elevator and ailerons is operated by hand wheels, while the rudder is controlled by rudder bars. On the left wall of the pilot room there is a hand wheel for adjusting the stabilizer to offset nose or tail-heaviness produced by changes in the number of passengers. In addition to the usual instruments, the pilot room also contains a compressed-air starter for the engine.

The elegantly furnished cabin is entered easily from the ground and contains eight comfortable chairs. It is well lighted by large windows which can be let down and which afford an unobstructed view. Under the pilot room there is a mail room and behind the cabin a baggage room.

The landing gear has two pairs of steel-tubing struts, each braced by a vertical strut from the wing. The shock absorption is effected by rubber cables in the leading edge of the wing. This arrangement is favorable, since it completely shelters the

shock absorbers from the free air flow. The absence of a continuous axle also has its advantages.

The wing is entirely covered with plywood, though the fuselage is covered with fabric. The streamlined shape of the whole airplane makes a favorable impression.

After the completion of its test flights at Adlershof, the "Möwe" will be used by the North German Air Traffic Company of Bremen in the service of the North Sea resorts. The German Air Union ("Deutsche Luft-Hansa") is also contemplating the use of the same type.

Its chief characteristics and performances are as follows:

Span	20 m	65.62 ft.
Length	13 "	42.65 "
Height	3.2 m	10.50 "
Wing area	62.5 m <sup>2</sup>	672.74 sq.ft.
Wing loading	57.7 kg/m <sup>2</sup>	11.82 lb./sq.ft.
Power "	8.6 kg/HP	18.96 lb./HP.
Power per unit area	6.7 HP/m <sup>2</sup>	.624 HP./sq.ft.
Weight empty	2130 kg	4695.84 lb.
Useful load	1480 "	3262.84 "
Full load	3610 "	7958.68 "
Fuel for	4 h.	4 hr.
Maximum speed	180 km/h	111.84 mi./hr.
Landing speed	80 "	49.71 "



Climbing time,	1000 m	3281 ft.	9 min.
Climbing time,	2000 "	6562 "	21 "
Ceiling	4000 "	13123 "	
Take-off run	170 "	557.74 ft.	
Landing run	150 "	492.12 "	

Translation by Dwight M. Miner,  
National Advisory Committee  
for Aeronautics.

Fig. 1

Span 20 m (65.62 ft.)  
 Length 13 m (42.65 ft.)  
 Height 3.2 m (10.50 ft.)

Wing area  $62.5 \text{ m}^2$   
 (672.74 sq. ft.)  
 Max. chord 3.7 m  
 (12.14 ft.)

a = Emergency seat  
 b = Toilet  
 c = Baggage

Tread 4.8 m  
 (15.75 ft.)

Fig. 1 The  
 Focke-Wulf  
 commercial airplane

"Möwe" A17 for 10  
 persons and 441 lb.  
 baggage.

Jupiter  
 420 HP.  
 engine

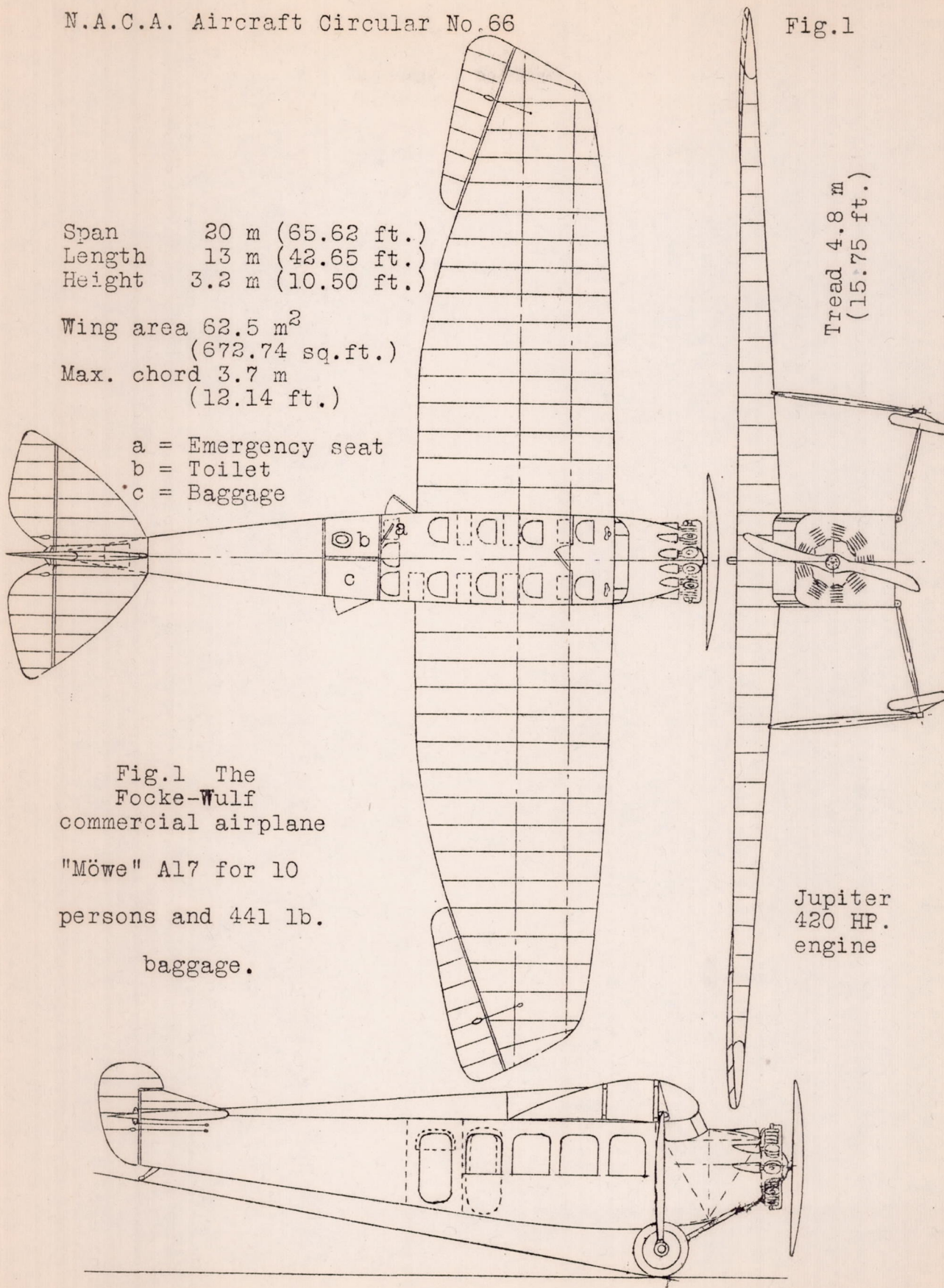






Fig.2 The commercial airplane "Möwe" A 17 in flight

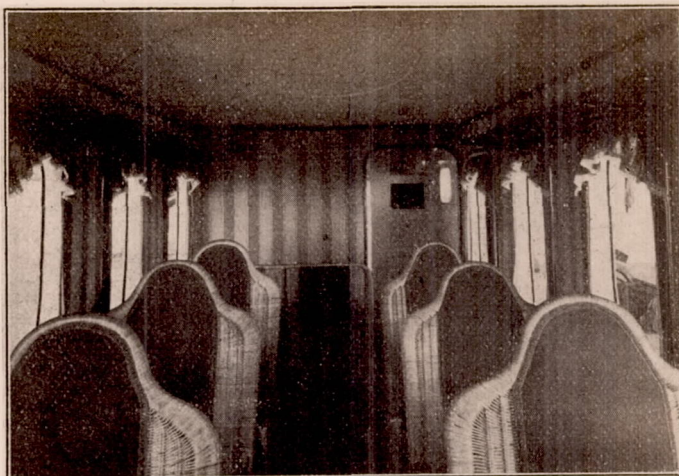
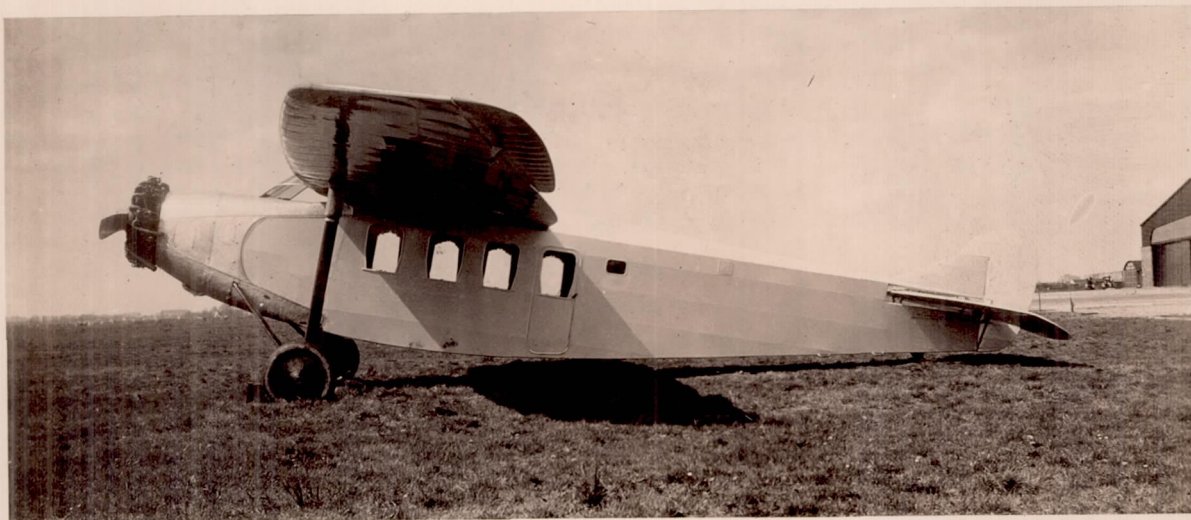


Fig. 5 Interior view of cabin of the "Möwe" A17 airplane



Figs.3 & 4 The Focke-Wulf commercial airplane "Möwe" A17 for 10 persons and 441 lb . baggage, with 420 HP. Jupiter engine. 8452 A.S.